



Traffic Services Section Michigan State Police Field Update #13

Providing Traffic Related Information and Services to Michigan Law Enforcement

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Motorcycle Helmet Use Codes on UD-10 Crash Report

Some confusion seems to exist about the proper coding for motorcycle helmet use in the restraint section on the [UD-10 Traffic Crash report](#). While conducting a recent study on helmet use, the Traffic Services Section (TSS) discovered that approximately one out of every four fatal motorcycle crashes from 2005 had the helmet use coded incorrectly. The most common incorrect coding was 01—No belts available. **There are three proper codes for helmet use: 10—Helmet worn, 11—Helmet not worn, and 12—Helmet use unknown.** The code 12—Helmet use unknown should rarely be used, as the investigation and/or autopsy should usually reveal whether the helmet was used. In the case of the use of a novelty helmet or other unapproved helmet, code the use as 10—Helmet worn and make a note in the remarks section that the helmet is unapproved.

Abandoned Vehicles Registered in Other States

When entering an abandoned vehicle that is titled and/or registered in another state, please be advised that the Michigan Department of State (SOS) will not send a TR-52 Notice of Abandoned Vehicle to the out-of-state owner or secured party. Their representative advises that SOS does not have access to other states' registration information through their computer system, and that they have fulfilled their legal requirement by sending the TR-52 to the police agency. They suggest that the police agency can mail a paper TR-52 to the out-of-state parties as a "courtesy." The VIN should still show up on the [SOS auto lost and found website](#) with the associated police and custodian information. This becomes a bigger issue when there is a lien holder that is not notified and does not have the opportunity to redeem the vehicle prior to auction. This is one of many issues that should be addressed through clean-up legislation, which has yet to be introduced.

Work Zone Speed Limits

With the upcoming 2006 construction season, the Michigan Department of Transportation (MDOT) is abandoning the 2005 policy of setting all work zone speed limits at 45 mph and adopting an approach to setting work zone speed limits that is more consistent with standard and accepted engineering practices. Additionally, new signs will be posted directing drivers to slow down where workers are present. To most appropriately enforce a "where workers are present" speed limit, the TSS recommends that patrol vehicles set up LIDAR activities slightly downstream from an area with workers present and aim the device to **measure vehicles while they are directly adjacent to the area with workers in close proximity to traffic**.

Because compliance with MDOT standards is not universal among construction and maintenance contractors, common sense and discretion should be used when determining whether a particular work zone has workers "present" for the purpose of speed limit enforcement. Workers should be in close proximity to the travel lane with only channelizing devices (cones or barrels) rather than concrete barriers or guardrails separating the workers from passing vehicles. Once a vehicle has passed the last worker in close proximity to the passing vehicles, the driver can resume the regular speed limit for the work zone.

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